



**Bicycle/Pedestrian
Advisory
Committee
of the
Metropolitan
Planning
Organization
for the
Miami Urbanized
Area**

Chairman
Ted Silver

Members
Brett Bibeau

Sheila Boyce

Dr. Barry Burak

Susan Kairalla

Amado Leon

Susan Smith

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DRIVE
SOUTH MIAMI, FLORIDA

A G E N D A

**MEETING OF WEDNESDAY, DECEMBER 15, 2004
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF NOVEMBER 17, 2004
- III. PRESENTATIONS
 - A. NORTH MIAMI BEACH BIKE STUDY – J. Cole, Dover, Kohl, & Partners
- IV. DISCUSSION ITEMS
 - A. SIS PROPOSAL – D. Henderson
- V. INFORMATION ITEMS
 - A. US-1 18-MILE STRETCH UPDATE – D. Henderson
 - B. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
 - C. YEAR 2004 BPAC ATTENDANCE REPORT – D. Henderson
 - D. MPO GOVERNING BOARD LIAISONS – D. Henderson
 - E. NOVEMBER PROGRESS REPORT – J. Manzella
- VI. MEMBER COMMENTS

NOTE: NEXT MEETING – JANUARY 19, 2005

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, DECEMBER 15, 2004

MEMBERS PRESENT

Sheila Boyce Brett Bibeau Barry Burak
Amado Leon Ted Silver Susan Kairalla

MEMBER ABSENT

Susan Smith

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Jeff Cohen, M-DPW Ruben Almaguer, MPO
Member
Lew Sayre, FDOT Jorge Arango, Kendal Knights Bike Club Alfredo Patana, Dirt Dogs Bike Club
Eric Tullberg, Cyclist Dave Hodapp, Miami Cycling Alliance Tom Burton, Cyclist
Bill Best, Cyclist Rogelio Fernandez, Cyclist

The meeting began at 7:17 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- SB: <i>Motion to approve today's Agenda; seconded by BBibeau; vote – unanimous.</i>
APPROVAL OF MINUTES	- SB: <i>Motion to approve Minutes of November 17, 2004; seconded by AL; vote – unanimous.</i>
NORTH MIAMI BEACH BICYCLE STUDY	- JK: The MPO provided a grant for this study. The existing network was reviewed and his firm provided suggestions for improvement. He will talk about the highlights. The Snake Creek Trail is tremendously popular for both naturalists and exercising; however, improvements were done piece-meal. The Fulford City Center is developing northeast of the Trail. The study attempts to create a network of “trails” that converge in the City Center area. Along Snake Crk. Trl., there are some street-related obstacles from the old roadway that need to be relocated. The City’s Proud Neighborhood Bond program has developed new parks where excess land was available. North Miami Beach has very wide R-O-Ws in places. Hanford Blvd. was narrowed to provide wide sidewalks. Along another roadway, sidewalks were installed near the road to give the appearance of a narrower R-O-W to slow cars down. Destinations include: Fulford Center; the 163 Mall; elementary, middle and high schools; the Spanish Monastery; Greynolds Park; a community center, library and other civic buildings. <i>NE 15 Av. is planned to have bike lanes.</i> NE 19 Av. is the city’s main spine. The existing bike route starts along W. Dixie Hwy. to Snake Creek and ends (for the City portion) at Miami Gardens Dr. JC: That is Miami-Dade Bike Route 2. The route continues west past Miami Gardens Dr., through a very low expressway underpass, connects to another park, then (as wide sidewalks) ends along Ives Dairy Rd. There used to be a path further north along W. Dixie Hwy., but residential parking lots overtook the facility. JK: <i>NE 19 Av. and City Center is planned for beautification.</i> Proposals include incorporating bike lanes along cross streets, rather than main roadways. <i>Bike parking is being installed near corners to be more visible.</i> There are logistical problems, such as bike lanes transgressing onto sidewalks or through parking lots. People are parking cars on existing paths. Some improvements only require curb-cuts. <i>Approximately 41 miles of new bike paths are proposed in an attempt to reach all areas of the City.</i> The study also reviewed pedestrian mobility needs, and in some places separates the two modes when needed/appropriate. <i>The City’s major destinations will be served by these facilities.</i> Some routes don’t require striping, due to low-volume traffic; <i>signs would</i>

direct cyclists.

JC: *"Share the Road" signs should be used at a minimum where no striping is planned.*

TS: Inquired if these signs are allowed when no other amenities designate a bike route.

JC: The problem only arises with bike lanes that don't meet proper criteria.

JM: Inquired if using of the outer-portion of a roadway, to the right of a striped bike lane, would be prohibited for pedestrians, where no sidewalk is provided.

JC: That wouldn't be a problem, since there is a demarcated area. Although the FDOT uses pavement-edge lines (which provides small paved shoulders), the County tries to construct it's roadway edges straight; and does not stripe the outer-edge.

JK: In some areas, wide medians have been transformed into parks with winding paths. Although the Snake Creek Trl. can become congested with pedestrian/bicycle use, there aren't any plans to separate the two. *An alley will be transformed into a path.*

JM: Inquired if any residents have complaints about such plans.

JK: None, so far. This alley was actually suggested by neighbors in the area.

JC: He would be willing to assist NMB where striping, signage or routing issues arise.

JK: Continued to display typical cross-sections. *NE 19 Av. would receive bike lanes.*

JM: The City has designated the wide-sidewalk on 19th Av. as a bike path.

JC: Concerned with reducing lane widths on a 6-lane roadway to accommodate bike lanes. However, reducing the wide parking-stalls would be fine, if no trucks are expected.

JM: That corridor doesn't experience high traffic volumes.

TS: These improvements are an attempt to address future growth, rather than wait.

JC: Concerned with adding bike lanes where there is head-in parking.

TS: Suggested installing bike lanes at the roadway edge, moving parking back.

JC: Agreed. This can be done where there is enough roadway width.

DH: Perhaps angled-parking would be better.

JC: He would rather avoid drivers backing-out into a bike lane. Suggested removing parking spaces at corners, providing a transition from where the bike lanes are typically, to the front of the parking area, as TS suggested. The corner-transition design puts the bike lanes back to where they are typically, and where motorists can easily see cyclists.

TS: Angled-parking doesn't ease concerns and takes away parking spaces.

JK: *NE 15 Av. would receive bike lanes, as well as W. Dixie Hwy. In some areas, where school children are expected to travel, separate walking paths would be introduced.*

JC: Would like to meet with JK later to discuss the FIU Bikeway. His office is currently reviewing ideas for NE 151 St., which could connect into it.

JM: The map depicted four 1-block avenues with bike lanes. This seems unnecessary.

JK: Agrees. These are very low volume corridors; but, City staff insisted on bike lanes.

DH: Inquired about land-use changes.

JK: The City Center is currently underdeveloped. *A new mixed-use building is underway.*

TS: Inquired about any coordination efforts to ensure conformity.

JK: His team is discussing these plans with the City's Economic Development Dept.; their Public Works staff always has a representative at these meetings.

DH: The same people are participating in these efforts. He believes it is being done well.

JK: A major challenge is NE 167 St.

JC: The FDOT/City had previously reviewed east-west mobility in this area. *JK should review the documentation.* Suggested adding a mixed-use path along the Greynolds Pk. swale, rather than a bike route in the road, then providing a separate walking path.

	<p>DH: If the road is low-volume, it shouldn't be a concern.</p> <p>JC: There is a speeding problem on that road.</p> <p>DH: <i>Traffic calming should be considered as well.</i> He hopes to diffuse the impression that bikes are best accommodated with separate paths, and they don't belong on the road. Often, it is safer to be on the road. Conflicts arise on heavily-used, mixed-use paths.</p> <p>JC: There are sidewalks on the other side, where homes are and pedestrians could travel. He has been discussing the possibility of an in-park path with City staff. Also, neighborhood (non-motorized-)access points may be introduced.</p> <p>TS: The consideration of on-road cyclists has to be remembered. Bike paths don't accommodate their behavior. Origins/destinations play a big part in this determination.</p> <p>JM: Concerned that the existing bike path along NE 19 Av. wasn't depicted.</p> <p>JK: The City never mentioned this corridor as an existing bikeway.</p> <p>JM: Concerned that (mainly) the southern and western sections of the city aren't properly served by future routes to accommodate children going to/from schools.</p> <p>JK: Some of these sections have very heavy motorized traffic.</p> <p>JM: That is justification to try to accommodate non-motorized mobility.</p>
SIS PROPOSAL	<p>- DH: The Florida Rails-To-Trails Conservancy made a proposal for the FDOT to include 3 regional trail systems into the Strategic Intermodal System. This is a relatively new plan to define key facilities statewide as high priorities. "Intermodal" means facilities such as: airports, seaports and rail facilities, as well as inter-county regional connections. The proposed Ludlam, Miami River Greenway and Overseas Heritage Trails are included.</p> <p>TS: Hopeful that FDOT is trying to integrate projects. Often departments don't know what others are doing. It's encouraging that the Ludlam Trl. is becoming a priority.</p> <p>DH: The SIS is a new funding mechanism to identify projects.</p> <p style="text-align: center;">*NOTE: CONVERSATION CONTINUES INTO NEXT SUBJECT*</p>
US-1 18-MILE STRETCH	<p>- TS: The Overseas Trl. project continues; even in these times when the 18-Mile Stretch project is being argued against. The FDOT previously stated cyclists weren't welcome.</p> <p>DH: Nothing should be inferred regarding the design included in the SIS proposal.</p> <p>TS: It seems that coordination of the two projects is lacking. Homestead objections to improving roads in the city for bicycling adds more concerns. Monroe County has already funded segments. The only option instead of US-1 is Card Sound Rd. The BPAC has requested the FDOT (at the least) to eliminate raised pavement marker hazards. The FDOT replied that the proposed paved shoulders will have sufficient room from the edge of pavement to the raised markers for cyclists to avoid these hazards. He asked DH if any designs have been submitted.</p> <p>DH: <i>The shoulders would be 6' wide on the southbound side, 10' wide - northbound.</i></p> <p>SB: <i>This would leave 4' and 8' clearance, respectively.</i></p> <p>JM: Perhaps striping both sides of the raised markers would benefit cyclists.</p> <p>BBibeau: Inquired why FDOT won't designate these as bike lanes; there is enough width.</p> <p>DH: Agrees.</p> <p>SB: Hurricane evacuation efforts have to be considered. However, the facility could be used by automobiles during these events.</p> <p>TS: Inquired if there was any conflict in policy on using bike lanes this way.</p> <p>JC: Not that he is aware of.</p> <p>TS: The BPAC has requested improvements along US-1 for a long time. The FDOT</p>

	<p>response provides a minimum accommodation, and seems to be a last-minute detail. Requesting the inclusion of bike lanes is not an impractical solution.</p> <p>JM: Assumes a little extra engineering work would be required.</p> <p>TS: Is considering requesting MPO action on this proposal. Since Card Sound Rd. is not going to be improved, due to even more environmental concerns, this is the only option.</p> <p>JC: <i>The Card Sound Rd. redesign is currently being reviewed.</i></p> <p>TS: Card Sound Rd. is a less-direct, possibly confusing route for eco-tourists.</p> <p>DH: A way for the County to pursue bike-friendly design is to have US-1 designated as part of the East Coast Greenway.</p> <p>JC: <i>In order to have the MPO on-board, ensure that any request points-out that there is a negligible amount of change to the current FDOT proposal.</i></p> <p>TS: Inquired if this should be a separate MPO Agenda item or mentioned within his monthly report; should meetings be set-up with the agencies, including a Monroe County representative; etc. <i>This is a crucial concern that needs to be address expeditiously.</i></p> <p>DH: <i>He will contact East Coast Greenway staff, as well as Monroe County supporters.</i></p> <p>BBibeau: Agrees a coordinated response is best. <i>Motion that the BPAC recommends that the existing proposed footprint, which has cleared environmental permits, of a 4' wide northbound/8' wide southbound shoulder, free of raised pavement markings to include striping and signage designating bike lanes along the US-1 18-Mile Stretch project; with the understanding that such designation could be overridden during hurricane evacuations; seconded by AL.</i></p> <p>TS: <i>Amendment to the motion, instead of limiting the facility by specifying striping and signage, to request an appropriate designation for bicycle usage; BBibeau/AL – agree.</i></p> <p>BPAC: <i>Vote – unanimous.</i></p> <p>BBibeau: The SIS package noted a past BPAC resolution. Inquired as to the wording.</p> <p>DH: That was sent to the FDOT over a year ago. It simply requested trail projects to be included within the SIS.</p> <p>TS: It is important to note that the US-1 project began separate from the SIS, and now the Oversees Heritage Trl. is mentioned in the SIS proposal.</p> <p>SB: <i>The BPAC has to ensure that bicycles and trails are part of the final SIS.</i></p> <p>BBibeau: There is an end-of-November deadline for revisions to the SIS. The FDOT discounted the 1st BPAC Resolution by not including greenways in the draft SIS. Inquired if the more-direct US-1 Resolution is better. The Rails-To-Trails Resolution contains references the 5 SIS goals, Florida Statutes, as well as significant points. <i>Motion that the BPAC recommends approval of the Rails-To-Trails Conservancy Resolution; seconded by SB; vote – unanimous.</i></p>
M-D PUBLIC WORKS UPDATES	<p>- JC: Public Works has significantly improved recognition of the need to include bicycle facilities within roadway design. <i>SW 97 Av. is currently being constructed between SW 8 - 40 Sts. as a 3-lane road (instead of 5) with a scramble lane and 14' travel-lanes, (instead of the usual 11'). This provides enough clearance between motorists and bicyclists. An extension from SW 40 St. to Sunset Dr. is currently under design. The neighborhood favored bike lanes, so demarcated bike lanes (paved shoulders) will be included. He is personally checking to ensure proper design. These will cross existing bike paths on Miller and Sunset Drs., and signage will notify cyclists of these facilities. Long-awaited improvements to the Rickenbacker Cswy. have been incorporated into a larger causeway milling and resurfacing project. To “fast-track” the process, the project is</i></p>

broken into segments. The 1st phase, from the east side of the marina to the Powell Bridge, specifies shoulder markings through intersections, with right-turn lanes on the right-hand side of them. These can't be marked as bike lanes, because jersey barriers on the bridge don't meet height standards for bicycles. Railings can be installed as a future project, *then (the shoulders) can be officially designated bike lanes. Additional signs will be installed along the mixed-use path to instruct users to yield according to the accepted hierarchy: bicyclists yield to skaters and walkers, skaters yield to walkers. Bike lanes were installed in the Kendall Lakes area. It is a very popular course.*

JA: That course is the best thing Public Works has ever done.

JC: There have been complaints that cyclists aren't stopping at stop signs. Large packs cut-off motorists. He asked for meeting attendees to ask other cyclists to conform to roadway laws and be careful.

BBurak: Inquired about crossings at Sunday's Restaurant and the Marine Stadium.

JC: *Both of these are included in the 1st phase. The concrete islands will be scaled back.*

BBurak: These have proven to be very hazardous.

JC: *A path to reach the traffic signal push-button will be constructed at M.A.S.T. Academy. The path will continue to reach the existing mixed-use path.* He hopes that a path from the crosswalk to the Academy parking lot can be constructed. The School Board has to agree to a gate in the fence, as well as constructing the path continuation on school property. After-school activities can leave students without dedicated rides home.

BBurak: Inquired when the Rickenbacker Cswy. project began and will be commencing.

JC: It started 5 years ago; *in April, 2005 it is planned to commence. A ramp will be provided near the flyover, allowing path users safer access to continue westward. This requires more detail than "fast-track" allows, so it will be done later than the 1st phase.*

BBibeau: Thanked JC for attending. There have been repeated requests for a timeline on this project. Inquired why it hasn't been received.

JC: Those requests were forwarded to the Construction Div. Perhaps the timeline wasn't provided because various funding scenarios were explored in order to "fast-track" the process. After a recent determination that milling and resurfacing was needed, the bike project was added to the scope. *He will remind the division again of the BPAC's request.*

BBibeau: *Motion to request a written timeline from M-D Public Works regarding the Rickenbacker Bikeway Improvements project, including major milestones to be provided by the January 2005 BPAC meeting; seconded by SB; vote – unanimous.*

BBurak: *It's important to properly mark any temporary hazards, due to construction.*

TS: Bicycle-use of the causeway should not diminish during construction. Cyclists will continue to use this route. Advanced warnings are critical.

BBibeau: *Amendment to include bicycles in the maintenance of traffic construction; seconded by BBurak; vote – unanimous.*

SB: Inquired as to improving crossings east of Powell Brdg. It is a hazardous attempt.

JC: The crosswalk is at M.A.S.T. Academy.

SB: Many people cross before that; M.A.S.T. Academy is much further down the road.

JC: Suggested signage for westbound users to cross at M.A.S.T. Academy.

SB: That would help; but, not workers, diners and beach-users near the Rusty Pelican.

JC: He is also concerned that the City of Miami encourages patrons of area restaurants to park on the other side of the causeway. He suggests the BPAC request a traffic study of pedestrian crossings in that area. This is a standard procedure to improve conditions.

TS: This is the only paved crossing in the area; it is clearly only designed for automobiles.

	<p>With all the destinations in the immediate area, and through eye-witness accounts by members of the group, (even without a study) it is obvious that many non-motorized crossings occur at this juncture. He is not dismissing Public Works' need to do a study for a long-term solution; but, there must be something that can be done in the immediate short-term to accommodate these crossing without having to study the problem.</p> <p>JC: There are less-intense study procedures to provide a recommendation in a short time. However, due to the holiday influx of traffic, the study should be conducted afterwards.</p> <p>JM: Suggested the consideration of an underpass for Powell Bridge.</p> <p>JC: Installment of a crosswalk across a 6-lane roadway without signalization would not be acceptable. A minimum solution would be to install pedestrian-warning signage without a crosswalk. Construction of an underpass would be a long-term solution.</p> <p>BBibeau: <i>Motion requesting M-D Public Works to determine solutions to reduce bicyclists/pedestrians hazards, as well as warn motorists of their crossing Rickenbacker Cswy. in the area east of Powell Bridge, as well as providing a short-term solution at the February 2005 BPAC meeting; seconded by SK; vote – unanimous.</i></p> <p>SB: <i>Motion requesting M-D Public Works to determine the feasibility of constructing an underpass on the east side of Powell Bridge; seconded by BBibeau; vote – unanimous.</i></p>
MPO GOVERNING BOARD LIASIONS	<p>- DH: This list was updated reflecting newly-appointed MPO Governing Board members.</p> <p>BBurak: He knows 2 people who may be interested in becoming BPAC members.</p> <p>BBibeau: The District 5 Liaison has moved on.</p> <p>DH: <i>Will update the list again.</i></p> <p>SB: Inquired as to her membership status.</p> <p>DH: Although the Commissioner whom appointed her has been replaced, the new Commissioner does not have to act in order for her to stay a BPAC member.</p>
NOVEMBER PROGRESS REPORT	<p>- BBibeau: Inquired about the absence of the BPAC's last Resolution regarding the recent General Obligation Bonds.</p> <p>DH: <i>Will update the report.</i></p>
MISCEL- LANEOUS	<p>- • TS: A new member of the MPO Governing Board is in attendance.</p> <p>RA: He was appointed by the Governor. He's lived in the area most of his life. He works for the M-D Fire & Rescue, so he is aware of the transportation system's effect on response times and how critical it is for life-rescue efforts. He hopes to attend more meetings, including CTAC, FTAC, TARC, etc. As advocate for citizens, he welcomes any input. He, his wife and kids enjoy riding bicycles, including around Key Biscayne.</p> <p>TS: <i>Requested him to determine if every project that he reviews is bicycle/pedestrian-friendly, or if they were even considered.</i> Not every project can be done this way, but <i>there must be assurances that non-motorized transportation issues were considered.</i></p> <p>RA: He recently attended a 3-hour meeting with the FDOT to review their 5-year Plan projects; during this time, there was no mention of bicyclists at all.</p> <p>TS: Bicyclists in the area are not a unified group, nor is there strong advocacy. Often cycling is listed in "Quality of Life" issues; but, there isn't an outcry against current conditions. There are County laws mandating the consideration of bicycle facilities in planning any reconstruction project; but consultants that are hired often don't know this, or they are uneducated on how to accommodate this mode. When the BPAC has a chance to review projects, it is often to late in the design process.</p> <p>BBurak: Miami-Dade County has the highest non-motorized-fatality rates in the nation.</p> <p>BBibeau: Thanked RA for attending the meeting. Unfortunately, Miami-Dade has</p>

become worse; the area used to be ranked 6th worst, and now is 4th worst for b/p accidents.

RA: Suggested mentioning these grim facts at the next MPO meeting; perhaps at both the opening and closing statements. *The FDOT's involvement shouldn't be overlooked.*

- DH: *The Florida Bicycle Assoc. will be conducting a 1-day bike training event on Dec. 22nd at Crandon Park.* Road riding skills, maintenance and other issues are addressed. The event is mostly for Parks Dept. staff, but there are vacancies for the public. It costs \$25. He has taken the class and encourages others to do so. The curriculum was developed by the League of American Bicyclists, as a Road 1 course. Even experienced cyclists will learn something.

- DH: *The new MPO Newsletter featuring MPO citizen committees is being distributed.*

- SK: After tonight's School Board meeting, School Board Police staff suggested the reintroduction of a bicycle safety curriculum in the elementary schools. *They plan to have a bicycle parade from school to school.*

- JA: At a previous meeting, the BPAC had requested Public Works to maintain Rickenbacker Cswy.; inquired if any response was provided.

TS: They have a scheduled cleaning - twice a week. This won't be modified, as per the BPAC request for weekend mornings.

BBibeau: They sweep it on Monday mornings.

BBurak: They still don't clean the drainage holes on the bridges.

TS: There are similar problems on the MacArthur Cswy. When wide outside-lanes are incorporated with paved shoulders (as an accommodation to bicycling) this can be a detriment, since debris is only swept-off from the travel lane, not in the shoulder. *He will be reviving efforts to have Public Works properly address the issue.*

- JA: There are holes along Bayshore Dr. near Mercy Hospital and NW 27 Av. that have been there for years. This is a heavily-bicycled area. *These should be patched.*

TS: Suggested contacting JC for these spots. There is a project to improve conditions along Bayshore Dr. for bicycling.

BBurak: He has been complaining about Rickenbacker Cswy. for 5 years. He suggested JA to put the exact spots in writing and present it at the next meeting for the BPAC to make another appeal to JC.

- JA: The separate paths in Miami-Dade tend to be constructed poorly (e.g. the quality of asphalt and root intrusion). Unfortunately, bike lanes and paved shoulders are designed poorly also. They tend to collect puddles. Broward County is doing a much better job at this. The South Dade Trl. is already deteriorating.

TS: There was consensus that allowing bicyclists on the Busway was hazardous.

JA: It isn't maintained and will never be resurfaced. Cyclists ride on the Busway anyways.

TS: This is an enforcement issue and a safety hazard. There are concessions that roadway cyclists have to make in some areas. He is also concerned with signalization of the intersections: pedestrian "Don't Walk" signals won't change until their button is pushed.

• JA: Some police officers need to become educated on the rights of cyclists. A few weeks ago, a couple of cyclists were struck by an automobile. A Miami-Dade police officer replied that this should teach the cyclists to ride on the sidewalks.

TS: Inquired about any efforts to better educate police officers.

DH: There have been activities regarding pedestrian issues, but not a concerted effort for cycling. Materials are available to do so; e.g. the FBA's Bicycle Laws, as well as a video.

BBurak: *These materials should be distributed to the police once or twice a year.*

RF: *With more bikeway plans in the making, there has to be an emphasis on educating everyone about cyclists' rights/responsibilities.*

TS: The MPO's Bicycle/Pedestrian office distributes literature to this effect. The BPAC has no budget to do so, nor has there been a successful outreach program; although there have been attempts to include bicycling in MDT events, as well as MDTV programs. The funding process for constructing facilities does not allow for education outreach.

DH: There have been efforts with S. FL Commuter Services, which performs a lot of outreach programs for transit, car- and van-pooling.

BBurak: More existing public service announcements should be aired on TV/radio.

TS: The BPAC's purview does not provide for independent action. We can only work with other agencies to provide these services.

BBurak: *Newspaper and private/religious organizations can be requested to include such literature.* S. Florida has a lot of tourists, and eco-tourism can be enhanced this way.

BBibeau: An existing 20 minute PSA mentions safety, helmets, roadway riding, motorists making right-turns. It's a great video. *Suggested making a request to MPO Member Manny Diaz to air this on the City of Miami's cable station.*

DH: That video was distributed to MDTV, City of Miami TV, the Beach channel and Key Biscayne's station; automobile driving schools also received copies.

BBibeau: *Another attempt should be made. Literature should be made available at Metrorail stations and libraries as well.*

DH: Most of Metrorail (limited) display space is used for bus schedules and other MDT literature. Pedestrian literature was distributed to libraries, but not bicycling.

SK: *Literature should be provided to Parent Resource Centers.*

BBurak: *The videos could be shown at schools to students.*

SK: *The parents should get a chance as well.*

AP: His club rides all around Miami-Dade. He heard about the BPAC through another member who attended a previous meeting. *Literature should be place at bike shops.*

RF: Inquired if the DMV provides any information on proper motorist/bicycle/pedestrian etiquette/rights/responsibilities.

DH: A group effort a few years back reviewed the DMV manual and made suggestions.

JM: Under the impression that they were successful in getting 2 sentences into the book.

RF: *Suggested more signage along known heavily-cycled roadways.*

• ET: He's been working with Village of Palmetto Bay Public Works staff regarding a lack of sidewalks in the Village; e.g. SW 184 St., which allows traversing the many canals in the area. His diagrams identify both short- and long-term opportunities.

DH: *He will forward this submission JC,* (who has left the meeting).

ET: He has tried to get this project moving; however, both the Village and County staff seem to want to pass it on to someone else. Sidewalks along County roads are M-D

	<p>Public Works’ responsibility.</p> <p>BBurak: Suggested ET to request a meeting with JC.</p> <p>ET: He is also concerned with landscaping that is overgrown onto sidewalks.</p> <p>TS: Contacting Team Metro may alleviate these concerns.</p> <p>DH: Contacting the municipal code enforcement office may help.</p> <p>TS: Team Metro offices are assigned to various districts of the county.</p> <p>RA: Dialing “311” links you to an answer center.</p> <p>TS: Contacting his Commissioner may help.</p> <p>• BBurak: Thanked members of the audience for attending and providing input.</p>
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- *The meeting was adjourned at 9:35 p.m.*